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IDEA-0525-69
Copy 6 of 7

7 July 1969

MEMORANDUM FOR THE RECORD

SUBJECT: Trip Report to [REDACTED]
9-13 June 1969

25X1A

1. The purpose of the trip was two-fold:

a. Confirm the space being contracted for at

[REDACTED]

b. Discuss the plans for the FY-70 budget with

[REDACTED]

2. On 9 June [REDACTED] and I updated the last blue print for the space that [REDACTED] and Pratt & Whitney are occupying. [REDACTED]

25X1A
25X1C
25X1C

[REDACTED] The space is adequate and is of a peculiar layout due to the overall arrangement of the ground floor. There are [REDACTED] personnel in the area which includes Security, Commo, Auditors (ICAD and Defense) stenographers and space for couriers. The blue print is available in D/M.

25X1A

3. This office is located in one of three [REDACTED]

[REDACTED] OSP has two offices in one of the other [REDACTED] and yet the OSP Security Officer, Stenographer and Courier are located in [REDACTED] office.

25X1A
25X1A
25X1A
25X1A

4. On Tuesday, 10 June, [REDACTED] and I reviewed the progress of work on Hangar Nbr 1 and the runway. Particular attention was given to the type of cracks in the runway, such as the alligator type vs the long cracks. This runway was completed in 1940/41. The

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Excluded from automatic
downgrading and
declassification

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25X1A staff at [] had apparently made a study of the "R"
critical runway abort point and had recommended that the
25X1A 6,000 feet runway be extended 500 feet at each end plus an
overrun of 500 feet at the ends. This was further based
on the premise that [] would be using the runway for
the next five years.

6. The hangar work was progressing rapidly and would
be available by 1 August. However upon the completion of
the new wiring the old wiring will have to be removed, which
will not delay or deny the use of the hangar.

25X1A 7. On Wednesday morning, 11 June, a meeting was held
with the [] of the Main Base Engineer's
25X1A Office. [] was not available. []
25X1A [] were present:

a. The site location of the [] Phase II 25X1A
Building was agreed upon after the architectural and
engineering plans had been at Main Base for over three
months. The final approval for the building plan had to
come from AFSC which would require more time. However,
25X1A [] stated that if [] could give him a
"Letter of Emergency" he thought that AFSC would waive
their approval based on his telephone call. 25X1A

b. The hangar door wheel housings which had been
included in [] request had not been included in
25X1A the Main Base contract. [] promised to have
his personnel inspect the housing and repair where
required. 25X1A

25X1A c. [] stated that the hangar and runway
would be available for operations on 1 August.

25X1A At the end of the meeting [] agreed that the
discussion should be made a matter of record due to the
delay in getting the [] plans approved and
LOX Building contract out for bid. I prepared a draft of
the meeting and gave it to [] would
25X1A then be aware of the points discussed at the meeting.

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8. a. In the afternoon, the balancing of the air conditioning system in the PE building was reviewed and estimates obtained. In the pilot's ready room the electrical paneling was reviewed and estimates obtained.

b. The [] Building costs were reviewed. [] had originally requested two buildings - a storage building and an Inspection/Preparation Building. Due to [] budget limitations, only one building could be financed. [] was told that only two/three cannisters would be at North Base at any one time. Any additional [] required would be airlifted.

c. [] is in the process of moving the Link Trainer from the Admin Building compound. The trainer has not been used and was excess due to the loss of the personnel slot.

9. a. On 12 June in [] office in [] a FY-70 and 71 facilities budget plan was firmly established. This was based on the attitude of contractors not being interested in small contracts of \$10,000 to \$30,000, at different times involving different types of work at North Base.

b. Also [] agreed that his facilities inspector, [] would report to [] and/or [] the progress of work. This is deemed necessary in that the A&E drawings submitted by [] and Company to Main Base would be changed or altered without informing [] personnel or []

c. Thru [] contacts and based on his work at other Air Force bases, it was determined that a runway compaction test would require about 6 to 10 holes 3 feet deep at about \$100.00 per hole. This estimate will be used in talking to AFIGO-S who contacts AFSC, if the work on the present cracks in the runway are not adequately treated.

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d. [] will visit [] twice
monthly during the repair of the hangar, runway,
[] program and the [] con-
tracting, or until the end of August.

[]
Assistant Deputy for Materiel, OSA

AD/M/OSA/[] let (25 June 1969)

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